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Hongkong, 24th April, 1914. [614

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Hongkong 16th April 1914. [559

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PEAK TRAMWAY COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 " to 10.00 " ... " 10 "
10.00 " to 11.00 " ... " 15 "
11.30 " to 12.45 p.m.... " 10 "
12.45 p.m. to 1.15 " ... " 15 "
1.15 " to 1.45 " ... " 10 "
1.45 " to 2.15 " ... " 15 "
2.15 " to 5.00 " ... " 10 "
5.00 " to 8.10 " ... " 10 "
NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
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SUNDAYS.
7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 " to 11.00 " ... " 10 "
11.30 " to 12.60 noon " 10 "
12.00 noon to 1.00 p.m.... " 15 "
1.00 p.m. to 5.00 " ... " 10 "
5.00 " to 6.00 " ... " 15 "
6.00 " to 7.00 " ... " 10 "
7.00 " to 8.10 " ... " 15 "
NIGHT CARS as on Week Days.
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Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [120

WEISMANN'S - - FOR QUANTITY.
WEISMANN'S - - FOR PURITY.
WEISMANN'S - - FOR QUALITY.
[29

OREGON PINE.
THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.
Hongkong, 27th June, 1914. [723

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TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).
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				Sakaki	Kobe
$ 40.00	Shanghai (S.M.R. Sta.)	Lv.	Forenoon	Mon.	Wed.
	Dairen (S.M.R. Trains)	Ar.	3.20 p.m.	Wed.	Th.
		Lv.	11.55 "		
Y 14.55	Mukden "	Ar.	11.50 "	Th.	Fri.
		Lv.	7.10 a.m.		
Y 11.50	Changchun "	Ar.	9.00 "	"	"
	(Russian Trains)	Lv.	9.30 "	"	"
R 2.60	Harbin "	Ar.	*2.00 p.m.	"	"

SOUTH BOUND.

Connecting at Harbin with			Wagon-Lits from Moscow	Russian States Express: from St. Pet'g.	Russian States Express: from Moscow
				Kobe	Sakaki
R 2.60	Harbin (Russian Trains)	Lv.	*10.10 a.m.	Fri.	Th.
	Changchun "	Ar.	*4.30 p.m.	"	"
	(S.M.R. Trains)	Lv.	8.45 "	"	"
Y 11.50	Mukden "	Ar.	0.45 a.m.	"	"
	"	Lv.	1.05 "	"	"
Y 14.55	Dairen "	Ar.	9.00 "	Fri.	Tues.
	(S.M.R. str.)	Lv.	Noon.	Sat.	Th.
Y 40.00	Shanghai "	Ar.	Forenoon	Mon.	Sat.

*Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
THROUGH REGISTRATION OF BAGGAGE.—By the "International Through Passenger Traffic via Siberia," through tickets are issued from Shanghai (and the principal stations via Siberia) to London, Paris, Berlin, and Vienna, and *vice versa*, and holders of these tickets are also entitled to through registration of their baggage. Travellers must, however, ask specially for the "International Through Passenger Traffic via Siberia" tickets in order to secure this facility, which is not obtainable by the ordinary booking.
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Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
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DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [1203

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Hongkong, 2nd May, 1914. [652

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	Floating Docks. No. 1.	No. 2.
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All Electric Trams Pass Entrance, One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
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A FIRST CLASS AND UP-TO-DATE HOTEL.
A FIRST-CLASS STRINGED ORCHESTRA Renders Selections during TIFFIN and DINNER daily, and at 11.15 a.m. and 5.45 p.m.
ENTIRELY UNDER EUROPEAN MANAGEMENT.
THIS HOTEL has recently been thoroughly renovated, extensively enlarged, and is now luxuriously furnished and up-to-date in every respect, situated in the most central position. Shower Baths, Electric Hot, Cold, and and Fans. Large and Comfortable Lounge, Private and Public Bars and Billiard Rooms, CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION, Sanitary Arrangements of the latest, HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
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1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience, Telephones in Every Room, prompt connection maintained by six lines to Central.
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THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grandy facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate
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VICTORIA HOTEL
SHAMEEN—CANTON.
Telegraphic Address: "VICTORIA, SHAMEEN."
SITUATED ON THE BRITISH CONCESSION.
Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER, Proprietor.
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WINE & SPIRIT MERCHANTS.

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	Per Case of 1 doz.	Per Bot.
* A. SUPERIOR PALE, Red Capsule	$30.40	$2.65
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UNITED VINEYARD PROPRIETORS, 75 Years Old	157.50	13.15

* These Brandies bottled by ourselves are guaranteed Grape Spirit and of Pot Still Distillation.

A. S. WATSON & CO., LIMITED,

HONGKONG AND CHINA.

BIRTHS.

GREEN.—On October 1st, at 30, Weihaiwei Road, Shanghai, the wife of O. M. GREEN, of a daughter.

MARSHALL.—On October 2nd, Shanghai, the wife of Dr. R. J. MARSHALL, of a daughter.

MARRIAGE.

SULLIVAN-COTTON.—On September 25th, CHARLES ARTHUR SULLIVAN, of Shanghai, to MARGARET AMY COTTON and of London.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 9TH, 1914.

THOUGH Confucianism has never been officially proclaimed to be the State Religion of China, it is nevertheless the faith, "the ill-understood faith, of the great multitude of thinking and non-thinking Chinamen," as the Rev. Lord WILLIAM GASCOIGNE-CECIL has described it, and it is to all intents and purposes looked upon as the State Religion of China. Its power over China is universal, and if it is "yet insecure," as the authority we have named declares, it is certainly showing signs in these days, which are regarded as days of growing enlightenment in China, of becoming more securely rivetted upon the Chinese nation. In recent years, in many parts of China, an active propaganda has been going on with the object in view of getting Confucianism acknowledged by the Government to be the State Religion of China, and though, as we have said, this acknowledgment is still withheld, it certainly seems significant of progress in that direction that President YUAN SHIH-KAI, with all the panoply of State, on the 28th ult., visited the Confucian Temple in Peking to engage in the first formal worship of the Great Sage in which the Head of the State has officiated since the inauguration of the Republic. The PRESIDENT on the occasion wore a new official diadem and garment specially made for this purpose. A few days previously he had caused to be published a Mandate giving a *resumé* of Chinese history with a view to showing "the greatness and the imperishability of the Confucian Doctrine," and establishing the conclusion that CONFUCIUS has always been and is still worthy to be the Teacher of Mankind. "His principle," says the Mandate, "may apply alike to the ruling of a family, the governing of a nation, or the pacification of the world, all beginning from the practice of a rigid regulation of one's mind and person. His teachings are to us as indispensable as daily necessaries; but if we enlarge our view, they may stand comparison with Heaven and Earth, they give sustenance to all, they revive the dying learning of the ancient sages, and they open the path to peace to thousands of coming generations. In a word, all mankind that possess souls and wisdom and have blood and breath are indebted for their advanced civilization to his teachings. Therefore, it is because of the spontaneous gratitude and regard of myriads of the people that the reverence and worship of the Greatest Sage must seek some form of manifestation, with which no religious propaganda can compare." All this leads up to the announcement that the Administrative Council had approved of ceremonies for the worship of CONFUCIUS, and that on the "First Ting Day" of mid-autumn, according to the old Calendar, the PRESIDENT would respectfully lead his officials to perform the ceremonies of worshipping CONFUCIUS, and it was directed that at the temples of CONFUCIUS in other places the superior officials should conduct the worship. "This," the mandate concluded, "is to show our people how important the Government holds truth and morality, with the hope that they may emulate and improve their habits until a state of perfect assimilation is reached." There can be little closer approach than this to recognition of Confucianism as the State Religion of China, and we are not surprised to read that "Confucians are exceedingly jubilant." By his action in this matter, we read, "it is believed that the PRESIDENT will gain the entire support and sympathy of the old-type students throughout the country"—which causes one to wonder whether the underlying motive in this ceremony was not as much political as religious. The PRESIDENT is evidently a man of wide tolerance in matters of religious faith. While he has frequently given encouragement to leaders of Christian propaganda in China, we yet find him proclaiming that "no religious propaganda can compare" with the worship of [illegible]. We notice also that it is his intention to make the ancient sacrifices to Heaven at the Altar of Heaven on the day of the winter solstice, and also to maintain the ancient ceremony of worshipping the Earth. Thus we have it confessed, three years after the Revolution that, taken in the mass, the Chinese people are the same yesterday, to-day and, if we may not add "for ever," we can at any rate say that it will take centuries of effort to change the intellectual outlook of the great mass of the people of this vast country.

An extraordinary general meeting of the Hongkong Christian Union will be held at St. Paul's College, on Tuesday, the 13th inst., at 5.30 p.m., to discuss the advisability of changing the Constitution of the Union.

Mr. G. Grosset, of H.M. Naval Yard, recently changed his residence. In his old place he left a raincoat valued at $20, and on going back for it found that it was missing. Enquiries from the "boy" failed to elicit its whereabouts, but a search was made of the latter's rooms, and the raincoat was found there. The "boy" was sentenced at the Magistracy yesterday to 12 strokes with the birch and 24 hours' detention.

As a result of a meeting of the British community held at H.B.M. Consulate-General, Canton, last month, subscription lists for the Prince of Wales' Relief Fund were opened, and initial subscriptions amounting to over $8,000 collected. In addition, a monthly sum of over $1,109 has been promised for so long as the war lasts. A draft for £753 4s. 11d., representing the amount of the initial subscriptions, has been forwarded to the Treasurer of the Relief Fund, London.

The Hongkong Gymkhana Club will hold their fourth meeting of the season at the Happy Valley to-morrow. The programme comprises seven pony events, and there will also be foot races, open to representatives of the various units of Indian troops in the Colony. The first event starts at three o'clock. The Band of the 25th Punjabis will be in attendance. Attention is drawn to the advertisement in another column and especially to the intimation regarding the gate money, which is to be given to the Prince of Wales' Fund.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE FATEFUL STRUGGLE IN FRANCE.

"REPORTS GENERALLY ARE SATISFACTORY."

MASSES OF CAVALRY IN ACTION.

LONDON, October 7th.
4.55 p.m.

A Paris *communiqué* says:—On our Left the battle continues still with great violence. The opposing fronts, extending from the region of Lens and La Bassee, are prolonged by masses of Cavalry in action up to the Armentieres district.

Between the Somme and the Meuse there is nothing to report. The enemy in Woevre made a fresh effort to impede our progress, but failed.

FRENCHMEN FIGHTING WITH GREAT DASH AND BRAVERY.

LONDON, October 7th.
8.30 p.m.

The Official Press Bureau says:—North of the Oise and Lens there is hard fighting. Elsewhere slight advance and retreat varies throughout the line. Reports generally are satisfactory. The Frenchmen are fighting with great dash and bravery.

LONDON, October 8th.
2.25 a.m.

An official statement issued in Paris at 11 p.m. says:—

Except on the two wings, where German attacks have been repulsed, there has been almost a complete calm along the front. German cavalry on our Left have been held north of Lille and driven back.

The ground previously ceded between Chaulnes and Royes has been recovered. We have advanced at certain points in the Centre.

There is nothing noteworthy on the Right Wing to report.

The following telegram, *vid* Peking, has been kindly supplied by the Consul for France:—

On our Left Wing since the 5th inst. there has been a steady extension of the front. Large and very important masses of German cavalry are reported in the neighbourhood of Lille, preceding hostile forces advancing through the North line—Tourcoing-Armentieres-Bailleul. The situation has been sensibly maintained around Arras and on the right bank of the Somme. There have been alternate advances and retirements between the Somme and the Oise. An important German attack was tried near Lassigny but failed heavily, the French taking 500 prisoners. The French made a slight advance at Cuffies, north of Soissons, with the very effective co-operation of the British Army, and also made some progress in the Berry-au-Bac district. On the whole remaining front there is no change.

The Belgian forces defending Antwerp have strongly occupied the Rupel-Nethe line, and the German attacks against this line have totally failed.

A GERMAN COMMUNIQUE.

LONDON, October 7th.
2.15 p.m.

A telegram from Amsterdam says that a German *communiqué* states:—There have been continuous French out-flanking movements against our Right, which extended the battle-front to North of Arras. Our Advance Guards have come into touch with the French Cavalry West of Lille and West of Lens. Our counter-attacks at Arras, Albert, and Roye have up to the present been indecisive. There is no change elsewhere.

The Germans claim to have captured a number of prisoners and guns in Russian Poland.

STRENGTH OF GERMAN FORCES IN THE WEST.

LONDON, October 8th.

A Paris official message states that the German forces in the west total twenty-three Active and eighteen Reserve Corps, besides a division of the Landwehr and the Landsturm.

THE BOMBARDMENT OF ANTWERP.

BELGIAN GOVERNMENT TRANSFERRED TO OSTEND.

TWO HOURS' NOTICE OF BOMBARDMENT!

LONDON, October 7th.
7.55 p.m.

A telegram from Amsterdam says that the German Commander sent an officer with a white flag to Antwerp at 7.30 and announced that the bombardment of the fortress would commence at 9.30. Thereupon many fugitives left Antwerp for the Dutch frontier. At noon the Belgian Government was transferred to Ostend.

LONDON, October 7th.
8.30 p.m.

The Official Press Bureau says:—The Germans attacking Antwerp have pushed forward their position against considerable resistance by the garrison.

LATER.

A message from Ostend states that it is believed in high quarters that Antwerp will be able to hold out, thanks to reinforcements. Men are enlisting daily.

THE SIEGE OF TSINGTAU.

SUPPOSED SINKING OF GERMAN SHIPS.

From the Consulate-General of Japan at Hongkong we have received the following report which was published on the 7th inst. by the Department of War, Tokyo:—

"The enemy is firing incessantly day and night. According to various reports hitherto received, the German ship *Cormoran* and two gunboats are believed to have been sunk, as they have not been seen since the 3rd October."

[The *Cormoran* was a new cruiser of 4,500 tons and a speed of 25.5 knots. She was built at Bremen, and her armament comprised two 6.7 inch and ten 4.1 inch guns and two submerged torpedo tubes. The gunboats are probably of the *Iltis* class. They carry 12-guns, have a displacement of 900 tons, and a speed of 13.5 knots.]

[THROUGH REUTER'S AGENCY.]

THE FIGHTING IN EAST PRUSSIA.

SUCCESSFUL RUSSIAN ADVANCE GUARDS' ACTION.

LONDON, October 7th.
6.50 p.m.

A Petrograd *communiqué* says:—Fighting is proceeding with the German rearguard in East Prussia, which has been strongly reinforced. We fought on the Vistula front successful advance guard actions at Opatow and Sandomir.

RUSSIAN SUCCESSES IN HUNGARY.

LONDON, October 7th.
6.50 p.m.

A Petrograd *communiqué* says:—We defeated the Austrians in the Carpathians on the Sansk River, and captured quick-firers and prisoners, while near Munkacs, 150 miles north-east of Budapest, we took an artillery park and several transport trains.

RUSSIAN BOMBARDMENT OF PRZEMYSL.

LONDON, October 8th.

A telegram from Petrograd states that the Russian heavy artillery is ceaselessly bombarding Przemysl, gradually destroying the forts and the town, where many of the houses are burning. All attempts of the Austrians to relieve the garrison have been repulsed with heavy loss.

BRITISH SUBMARINE SINKS GERMAN DESTROYER.

LONDON, October 8th.

The Admiralty announces through the Press Bureau to-night that Submarine *E 9* has returned safely after having sunk a German destroyer off the Ems River.

BRITISH TREASURY BILLS.

LONDON, October 7th.
7.25 p.m.

Applications for £15,000,000 six months' Treasury Bills totalled £30,500,000, at an average rate of 3 15/32 per cent.

CANADIAN CONTINGENT ARRIVES IN ENGLAND.

LONDON, October 8th.

The first Canadian Contingent has arrived in England. It is to proceed to an inland training camp to prepare for active service.

A SECOND CANADIAN EXPEDITIONARY FORCE.

Canada has decided to raise and send to the Front a second Expeditionary force.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

GREAT BRITAIN'S TRADE.

LONDON, October 7th.

The trade returns (for September?) show decreases in imports amounting to £16,303,788 and in exports £15,750,765. There were increases in the import of grain, flour, paper-making materials, and raw wool.

DEATH OF SIR WILLIAM CARINGTON.

LONDON, October 7th.

The death has taken place of Lieut.-Colonel the Hon. Sir William Henry Carington, K.C.B., G.C.V.O., P.C., Keeper of His Majesty's Privy Purse since 1910.

ENLISTMENT IN THE BRITISH ARMY.

In a Routine Order by Major-General F. H. Kelly, C.B., Commanding the Troops in South China, the following Notice is published:—

The G.O.C. will be glad to consider applications from ex-soldiers or others desirous of enlisting under recent Regulations for the augumentation of the Army. Terms of enlistment, 19 to 35 years inclusive. Period, for 3 years or duration of the war. Ex-soldiers age 30 to 45 for 1 year or duration of war. Ex-regular W.O.'s. or N.C.O.'s. given former rank.

On receipt of applications the G.O.C. will communicate with the War Office regarding passage to England.

EUROPEAN SEAMEN CHARGED WITH DESERTION.

Four European seamen, Henry Hunter, fireman; E. Hummock, seaman; Frank O'Leary, fireman; and Alex Neilson, were charged at the Marine Court yesterday with unlawfully leaving without permission the s.s. *Shipcote* lying in the harbour.

Police Inspector McDonald stated that the master of the ship made a report to the police that the four defendants were missing from the ship. On the previous day he (witness) was going in a tramcar along the Praya, by Arsenal Street, when he saw the defendants standing under the verandah of the Naval Canteen. Witness got off the car and challenged them. They admitted being the wanted men and he arrested them.

The first defendant said he left the ship to go ashore on the 4th—he had leave. The second defendant said he went ashore without leave and got drunk. The third defendant said he had leave on Saturday. The fourth defendant said he went on shore on Saturday, having leave.

The hearing was adjourned.

THE HONGKONG TRAMWAY CO., LTD.

The following are the Company's figures for week ending 3rd October:—

Receipts ...	$10,694
Decrease compared with corresponding week last year....	$1,316
Aggregate to date:—	
No. of weeks ...	40
Total ...	$459,317
Increase ...	$42,360

TRANSPORTATION OF RUSSIAN GOODS TO LONDON.

The Vladivostock Bourse has been notified from Pertograd, that during the summer months Russian goods for London will be despatched from Archangel, on the White Sea, and that in winter as this sea is frozen over, goods will be sent from Russia overland to Vladivostock and thence by steamer to London, no other route at present being safe.

WAR NEWS.

TWO MORE PRIZES.

The *Tannenfels* and the *Rio Pasig* were brought into the Harbour yesterday and anchored alongside the other prizes-of-war in Kowloon Bay. The *Tannenfels* is a steamer of 5,341 tons built at Newcastle in 1898 for the Deutsche Dampfahrts Ges. Hapsa.

TSINGTAU NEWS.

THE CONTROL OF THE RAILWAY.

The Peking correspondent of the *N.-C. Daily News*, writing on October 1st, said that he understood conversations were proceeding between the Chinese and Japanese authorities with a view to arriving at an amicable arrangement for working the railway from Tsimanfu to Tsingtao.

Japan does not desire to occupy the railway, but the military authorities merely wish to control it pending a final settlement of the question of the disposal of the railway.

In the opinion of the Japanese the line cannot, in the circumstances, remain under German control and China has no right or power to take charge of it, therefore it is necessary for Japan to operate the railway, at all events temporarily.

No reply has yet been made to China's protests against the occupation of Weihsien or the movement of the Japanese troops westward of that point.

GERMANS BLOW UP A RAILWAY BRIDGE.

German railway men blew up a bridge to prevent the Japanese using the line westwards and threaten to blow up others if the Japanese endeavour to take control.

GUNS LANDED FROM GERMAN WARSHIPS.

The guns on board two German warships confined in Laoshan Bay have been transferred to the rear defences and the vessels have been prepared to be blown up.—*Hochi.*

CHINESE SOLDIERS ALLEGED TO BE ASSISTING GERMANS.

The Chinese Minister in Tokyo denies the report that Chinese soldiers in Shantung are assisting the German army.

The leading Chinese merchants in Chimo have organized an association in order to attend to the dead and aid the wounded of both belligerents.—*Nichi Nichi.*

CHINESE AND GERMAN PROMISES.

As the Tsingtao Government has cancelled its notice that all damages suffered by the residents in consequence of the war will be repaid by the defeated belligerents, the Chinese have begun to doubt the sincerity of the German administration, and an anti-German tendency is showing itself among the natives.—*Hochi.*

PREPARING TO DESTROY IMPORTANT BUILDINGS.

It is reported by a Chinese in Tsingtao that the Germans there are preparing to burn up all important buildings in case Tsingtao falls into the hands of the Japanese. Cotton, matting and such things are being soaked into coal-oil in large quantities.—*Asahi.*

JAPANESE HEROISM.

Shizuo Ishimaru, 3rd Class Warrant Officer, and Eibu Kiyoiye, and Teizen Shibagaki, both first-class sailors on board the destroyer *Kagero*, have distinguished themselves by braving the fire from the enemy's forts. When the destroyer reached a certain point near Kiaochou Bay it found several mechanical mines afloat. The vessel tried to blow up the mines, but as it was in danger of making itself a target from the forts, it was going to lower a boat. Just then, these three sailors leaped into the sea, and by netting the mines together and attaching mechanical devices, succeeded in blowing them up, while an incessant fire from the forts threatened them. Their courageous action was recognized by the commanding officer, and they were immediately raised in rank.

CHINESE PRESS AND THE WAR.

THE QUESTION OF TSINGTAU.

In chronicling the progress and incidents of the present war, says the *N.-C. Daily News*, the majority of the Chinese Press are adopting the safe and correct attitude of a neutral people, giving publication to reports from both sides and showing no partiality to either party. They refrain from making free remarks or unjust comments upon all events of the war for obvious reasons, although most of them have deduced their own conclusions from the telegraphic news of the war, and have them published in concise form, together with a lucid summary of war news either daily or every alternate day.

However, a slight modification in their attitude has set in and stronger language has been used since the Japanese troops landed on the coast of Shantung. Their disapproval of their neighbours' subsequent behaviour, as alleged, is quite pronounced, still, they give vent to their feelings quite dispassionately, counselling Japan to observe moderation and trusting to the sense of policy, if not of justice, which the Japanese as a nation have shown they possess, to right the bad impression her troops have created in one of the most ancient provinces of China.

The following is the summary of a Chinese message regarding Tsingtau:—

An official telegram from Japan reports the occupation of Chinhualing by the Japanese troops. The German newspaper also admits that the Waldersee-höhe line has been abandoned and the fortresses are entirely invested. Both reports thus agree. To fight several thousand men cut off from relief and communication with an army of 30,000 or 40,000 strong, the issue cannot be doubted. But the Japanese are apparently not concentrating their attention upon Tsingtao, but upon the whole line of the Kiaochou-Tsinan Railway. The other day when the Japanese occupied the Weihsien station, our commander protested; but they replied:—"We are ordered to take over control of the railway of Shantung; we do not know what 'neutrality' means." The Japanese Minister still gave the lame explanation that Weihsien station was within the fighting area, then. Now, they have taken Fangtsze, and occupied Changtien, the former is several tens of li from Weihsien, but the latter is over 100 li away. Can it be contended again that these places are situated also in the fighting zone? The object of the Japanese in coming to Changtien must be the mines existing along the section between Changtien and Poshan; so they will certainly advance to Poshan in due time. As the Japanese Minister is reported to have demanded the use of the whole railway from Kiaochou to Tsinan, their advance will not stop until they have reached Tsinan. We have read that our Government has notified the Diplomatic Corps to the effect that as the Kiaochou-Tsinan Railway and the mining works adjacent to that line were owned and operated jointly by China and Germany, China would send troops to that region for their protection. To this notice, no protest has been raised by either of the Ministers of Japan, Great Britain, France or Russia. Nevertheless, the Japanese Army has taken such vigorous but unwarranted initial actions, as above-stated, not only in violation of Japan's own avowal respecting the object with which she is pursuing the war, but also disregarding the terms of the understanding agreed upon (? with China or Great Britain). She cannot possibly justify such self-imposed actions even before her allies.

As stated in one of the Peking telegrams, the English newspaper (*? Peking Gazette*) severely criticizes Japan, and unflinchingly cries out for justice and fairplay: its sound advice should open the eyes of all Japanese who read it. If the ignorant people, as pointed out in the joint petition of the Shantung gentry and merchants, should, in exasperation, turn and do something desperate, of course we would suffer, but could the Japanese be quite immune from harm then?

LOSS OF BRITISH OFFICERS.

A CASUALTY LIST.

On September 4th, the War Office issued a list of British officers killed, wounded and missing, no mention being made of the action in which they fought. The list contains 166 names—fifteen dead, sixty wounded, and ninety-one missing. The Regiments and their losses in officers according to this list are as follows:—

Lancashire Fusiliers, two killed, nine wounded.

South Lancashire Regiment, four wounded, six missing.

Manchester Regiment, one killed, one wounded, twelve missing.

Royal Lancaster Regiment, three killed, seven wounded.

East Lancashire Regiment, one wounded.

Suffolk Regiment, one killed, one wounded, twenty-two missing.

Worcester Regiment, one killed, four wounded, two missing.

Irish Guards, one killed, one wounded.

Royal Army Medical Corps, nine missing.

King's Royal Rifles, one missing.

Wiltshire Regiment, one killed, four wounded.

Royal Engineers, one killed, two wounded, one missing.

15th Hussars, two killed, two wounded, one missing.

Coldstream Guards, one killed.

Royal Field Artillery, one killed, one wounded.

East Surrey Regiment, three wounded, six missing.

Duke of Cornwall's Light Infantry, three wounded, three missing.

Middlesex Regiment, two wounded.

Leinster Regiment, one wounded.

Royal Inniskilling Fusiliers, five wounded.

Royal Irish Rifles, two wounded.

Royal Horse Artillery, one wounded.

Fifth Lancers, one wounded.

Grenadier Guards, one wounded.

Royal Scots Greys, one wounded.

Royal Munster Fusiliers, one wounded, nineteen missing.

Royal Welsh Fusiliers, one wounded.

Argyll and Sutherland Highlanders, nine missing.

BRILLIANT DEFENCE OF LONGWY

ROME, August 30th.

A despatch from Berlin says the defence of Longwy, department of Meurthe-et-Moselle, France, was the most heroic since the beginning of the war. The town surrendered only after an extraordinary display of valour. There were thirty-six siege guns, and all except one were dismantled. The Germans so admired the brilliant resistance that Crown Prince Frederick William begged the French commander at the moment of surrender to keep his sword.

INVALUABLE FRENCH AERIAL WORK.

PARIS, August 29th.

The value of aeroplanes in scouting work is a subject of discussion among the technical observers.

"Our military aviators are rendering invaluable service," says the *Temps*, quoting an authority on aviation whose name is omitted for military reasons. The paper continues: "Our aerial forces are infinitely superior to those of Germany, and our best civil airmen are in the service. Brindejonc des Moulinais, Roland Garros, Eugene Gilbert and Jules Vedrines are all at the front. Vedrines has just completed a raid with an apparatus of extraordinary power.

"Aeroplanes are safe from bullets at 1,000 yards high, and at 2,000 yards an aviator still can observe accurately with the naked eye. As our flyers can guide a machine with one hand and use glasses with the other, the masses of the enemy cannot escape observation.

"The most difficult thing is to determine the commands by discriminating among the uniforms. One danger to the French airmen is from our own solders, who have not learned to distinguish our aeroplanes from those of the enemy. I would suggest that we do not fire upon aircraft at all until adequately sure that we know their identity."

The *Journal du Loire*, at Angiers, published a letter from one in the French frontier forces, in which the writer complaints of the loneliness of the life there. It would seem that the only sport of the garrison is to watch for German aeroplanes and fire upon them. Three German aeroplanes have been brought down while the aviators were throwing bombs.

THE CHARGE OF THE 9th LANCERS.

"BRAVELY THEY RODE; AND WELL."

Mr. J. M. N. Jefferies, who has been in contact with the British soldiers, gives a vivid description in the *Daily Mail* of a memorable feat by the 9th Lancers, who, he says, seem to have repeated under almost identical conditions the famous charge of the Light Brigade at Balaclava.

During the action in question, which took place close to the Belgian frontier, terrible havoc had been caused in our ranks by great shells from a battery of eleven guns posted inside a wood.

By the disposal of large quantities of forage the guns had been given the appearance of small ricksticks or something of the kind, and their first fire caused terrible loss among our men, who approached them unsuspectingly.

STRAIGHT AT THE GUNS.

It seemed impossible to silence their fire when the 9th Lancers made their heroic attempt. The regiment rode straight at the guns, debouching into the open and charging under a hail of melinite or lyddite from other German guns.

I have not been able to get an accurate estimate of the distance they rode, but they reached their goal. Nothing could stop them; men and horses were infuriated. They reached the guns—heavy guns, almost approximating to siege guns—and cut down all the gunners and put the guns out of action.

Then, like their prototypes of Balaclava, they rode back, and on their return they fell in greater numbers still. The whole of the forces here are speaking of this charge.

HEROIC CAPTAIN.

Another gallant deed, says Mr. Jefferies, was that of Captain F. O. Grenfell, of the same 9th Lancers. He was hit in both legs, and had two fingers shot off at the same time.

Almost as he received these wounds a couple of guns posted near were deprived of their servers, all of whom save one man were struck by bursting shrapnel. The horses for the guns had been placed under cover.

"We'll get the guns back," cried Captain Grenfell, and, at the head of a number of men and in spite of his wounds, he did manage to harness the guns up and get them away. He was then taken to hospital.

THE DUKE OF WESTMINSTER.

CARRIES CAPTAIN GRENFELL INTO SAFETY.

The Chester correspondent of the *Central News* telegraphs:—

Authoritative news has reached Chester of an act of great bravery performed by the Duke of Westminster on the battlefield.

He was in company of Captain Grenfell and Lieutenant Percy Wyndham, son of the Countess Grosvenor, in a hot engagement, when Captain Grenfell was wounded.

The Duke of Westminster, at great personal risk, and in the face of a heavy fire, carried the captain into safety.

THE CHARGE.

Melinite, lyddite, darkened heaven,
But straight at the guns the Lancers rode
By the light of the rage that within them glowed—
Straight at the guns, the deadly Eleven,
That had raked and shelled them seven times seven.
With never a halt or a needless word,
At the cannon in ambush our horsemen spurred:
Knights of liberty, glory's sons,
And slew the gunners beside their guns,
And captured the cannon, the roaring Eleven,
That deafened the earth and darkened the heaven.
Then their dauntless remnant came
Out of the hurricane, out of the flame,
Covered with smoke and dust and fame.

Shout, you shires, with a chorus sent
Ringing from Caithness right to Kent,
From far Northumberland down past Devon,
Shout for your heroes, Britain's sons
Who quenched in silence the thundering guns
That darkened like doom the golden heaven.
The courage that lifted their hearts shall leaven
All who in England's name go forth
From east and west from south and north,
Under the great Godspeed of Heaven.

WILLIAM WATSON.

—*The Times.*

ODDS OF FIVE TO ONE.

"THROUGH THE UHLANS LIKE BROWN PAPER."

"We have been fighting without ceasing for ten days. We have had no rest, and we have been fighting with odds of five to one against us. We have been through the Uhlans like brown paper. But we must have men."

The above extract from a letter by Sir Philip Chetwode, D.S.O., in command of the 5th British Cavalry Brigade, was read by his father-in-law, Colonel the Hon. Stapleton Cotton, at a recruiting meeting at Blanberis (Carnarvon). Sir Philip Chetwode's brigade brilliantly routed the Prussian Horse on August 28th in the Cambrai-Landresies-Le Cateau fighting, and was the first man to be mentioned in Sir John French's dispatches.

SOLDIERS' STORIES.

Some striking stories told by wounded soldiers returning from France are given by the *Standard*, among them the following:—"The blue-grey uniforms of the Germans are hard to see at a distance," said a Yorkshire Light Infantryman, "and for concealing movements are more effective than our khaki, but it is surprising how quickly you learn to pick out such things as buttons, badges, armlets, and even peaks of caps or spikes of helmets in the sun and tell by them the moving men you can not see otherwise. 'Aim at a button a mile off and you hit a German in the stomach,' is what we say, and it's near enough to the truth. The Germans are such sticklers for rules that I have seen their artillery keep firing away at a position of ours after it had been occupied by their own men, and at the hospitals they find quite a number of Germans hit by their own rifle fire."

LATE TELEGRAMS.

UNEMPLOYED IN HOLLAND.

THE HAGUE, August 29th.

Queen Wilmelmina left for Rotterdam at noon to-day to consult with the burgomaster of that city as to measures to be taken for the relief of the unemployed, whose condition in many cases is desperate.

Much good work has been done by private charity, but the money thus raised has been insufficient.

The small savings of the people are near the vanishing point, and the continuation of the war for a long time will see Holland chiefly depending upon the interchange of commodities with neighbouring nations, a tremendous problem.

FRENCH ACTORS IN DISTRESS.

PARIS, August 29th.

A buffet has been opened by the Society of Actors and Actresses for needy stage people, of whom there are thousands in Paris. Not a theatre is open here. Two meals a day will be given to any actor, actress, or theatre employee at the buffet.

MINES IN THE OPEN SEA.

LONDON, August 30th.

The Official Press Bureau has issued the following statement:—

"The Government has learned that on or after August 26th, an Iceland trawler is reported to have struck a mine 25 miles off the mouth of the Tyne and sunk, and at least one foreign newspaper has stated that the mine was English.

"The mines off the Tyne were paid out thirty miles to seaward not as part of a definite military operation or by German ships of war, but by German trawlers, of which a considerable number appeared to have been engaged in this work. One such trawler actually seen doing this work was A-2 of Emden."

JAPANESE MONEY SEIZED BY GERMANY.

LONDON, August 29th.

A despatch received here from Amsterdam says that *The Telegraaf*, a local newspaper, declares that the German exchequer has taken steps to seize all Japanese balances in German banks.

BOY SOLDIER KILLED.

MONTREAL, August 29th.

Sixteen-year-old Gordon Bettes, private in the Fifth Royal Highlanders, was shot in the eye and killed to-day by an unseen assailant while on sentry duty at the canal at Soulanges. Soldiers at Soulanges guarding the canal have been fired on repeatedly during the last few days.

"UNERRING BRITISH RIFLE FIRE."

MIDDLEKERKE, August 31st.

A member of the Red Cross who has arrived from Mons says that a German officer told him that in the fighting at Cambrai on Wednesday the Germans lost 25,000 killed.

The canal between Mons and Condé is filled with bodies of the dead.

The Germans pay high tributes to the unerring rifle-fire of the British troops.

UNEMPLOYED IN GERMANY.

LONDON, September 1st.

A despatch to the *Daily News* says that the General Federation of German Trade Unions has taken a census of the unemployed among the Berlin organizations affiliated with it and found that out of a total of some 300,000 organized workers 57,188 are workless. As the total number of workers employed in Berlin is about 600,000 the *Vorwarts* concludes the number of unemployed in Berlin must amount at least to 100,000.

Among the trades chiefly affected are the metal workers, with 11,000; the transport workers, 5,076; compositors, 4,000; builders, 2,300, and woodworkers, 14,000 members unemployed.

POLICEMAN'S POCKET PICKED.

A strongly-built Chinese, wearing the distinctive garments of the Northerner, was walking along one of the busiest streets in the Central district on Wednesday when a pickpocket sidled up and quietly extracted a pocket-book containing money and notes from his pocket. An alert District Watchman, whose attention had been attracted by the curious movements of the thief, saw him take the pocket-book, and seized the thief even before the victim was aware of the theft.

The pickpocket appeared before the Magistrate yesterday, and admitted the theft and also that he had been brought up before on a similar charge. He was sent to gaol for three months. The complainant turned out to be a policeman in the Canton Force, and the defendant admitted that he had only just come down from Canton.

HONGKONG WATER SUPPLY.

The water return of level and storage of water in the reservoirs on the 1st October shows that there were 745.05 million gallons, just a trifle in excess of the storage at the end of September last year. The consumption by an estimated population of 258,619 was 167.75 million gallons compared with a consumption of 171.10 million gallons by an estimated population of 235,019 in September, 1913. The average consumption per head per day was 21.6. There was a constant supply in all districts during the month of September in both 1913 and the present year.

The storage in the Kowloon Gravitation Reservoir was 352.50 million gallons, compared with 374.00 in September 1913. The consumption was 34.34 million gallons by an estimated population of 95,130, the average consumption per head per day being 10.00 gallons.

The Government Analyst reports that the water is of excellent quality.

CIVILIAN GERMANY.

"LIVING ON CREDIT."

GROWING OSTENTATION.

The recent manifestoes of the German Emperor begin to betray an acute anxiety. This growing nervousness is no doubt largely accentuated not only by the naval and military predicament of the Empire but by its economic situation, says *The Globe*. One must not lose sight of the fact that the population in the various German States amounts to nearly eighty millions. Five of these, let us say, are engaged in one respect or another in warlike operations, and there are in consequence roughly seventy-five millions of people who have to follow their daily avocations as far as possible. What is their position at the present time? How are they likely to feel the silent strangulation which results when all their commerce by land and sea is suddenly cut off? In the opinion of those who know modern Germany and have studied its conditions the plight of its inhabitants will in a short time become most grievous. The pinch is being felt already.

Germany has steadily become more and more prosperous during the last five and thirty years. Her national and individual wealth has increased amazingly owing to the natural industry of her people. It has increased too fast, and therein lies a portentous source of woe to the nation. For Germany has developed at a pace beyond her true resources, and as money easily got is easily spent, once her credit is stopped the whole edifice seems only too likely to collapse.

RECKLESS SPENDING.

The popular idea of the Germans is that they are economical and sparing. The meanness of the Teuton is proverbial. In small things this is true to-day. Where the American or Englishman will give a waiter sixpence the German will draw a penny with great reluctance from his purse. On the other hand the German character loves ostentation. The stock theories of his simplicity and abstinence are a travesty of the true facts. Having made a great deal of money your modern German spends it recklessly, and there are tens of thousands, individuals and families, who now live habitually beyond their means. Scarcely an officer in the Army but is over head and heels in debt.

This growing extravagance is reflected among all sorts and conditions, from the Emperor downwards. The Kaiser maintains no fewer than fifty-four Royal residences, including shooting-boxes. He has an elaborate Imperial train of ten or fifteen sumptuous saloon carriages, an enormous fleet of motor-cars, an ocean-going yacht, a racing schooner, and his passion for extravagance and pomp is notoriously so great that he cannot live within the bounds of his enormous civil list of a million sterling a year. Criticism has been publicly directed against the growing luxury and extravagance in august quarters. A few years ago when the Reichstag was discussing a new tax with the object of raising a further twenty-five millions sterling per annum for military purposes, the then Chancellor, Prince Bülow, said "everybody" in Germany must retrench." A leading Socialist, hinting at the Kaiser's love of display, interposed with the query, "Everybody?" Bülow retorted without hesitation, "I except nobody!" That the Kaiser subsequently adopted the simple life has never been evident to the eyes.

THE LUXURY OF BERLIN.

The capital has vividly reflected the growing extravagance and ostentation of the nation. Gorgeous palaces and buildings have sprung up in every direction. Charlottenburg, Berlin's most wealthy suburb, contains a constant succession of pretentious streets with magnificent residences and elegant flats, all built on borrowed money by speculative builders. The streets of the capital are crowded with high powered and expensive motors. Luxury-shops confront the visitor on every hand. And what is true of Berlin applies in greater or less degree in the other great cities, such as Hamburg, Frankfort, Munich, Dresden, etc. Not so long ago the old King of Saxony smoked penny home-made cigars. In Berlin to-day no high-class establishment would think of offering a box containing cheaper ones than a shilling apiece. Luxury, in fact, shows its face in every direction. But there is this difference between the other world capitals and Berlin. They have evolved in the course of time, and are legitimate to this extent that they are the reflection of the wealth of communities built up on a solid basis. It is not the case in Germany. Her industries have been spoon-fed, and she has been financed with foreign capital. Once that machinery is put out of gear, and the State can no longer grant subsidies or bonuses to enable her manufacturers to gain foreign markets, she must experience a big set-back, and if her Government is aggressive and quarrelsome capitalists will withdraw their support.

EFFECTS OF MILITARISM.

Germany has expanded marvellously during the last two generations, but acute observers have noted that she has not harboured her resources along economic lines. Militarism has swallowed up amounts which were far beyond her requirements for defensive purposes, and her people have indulged in all the extravagances of the "nouveau riche." This canker has eaten into the heart of the nation. The modest "ménage" of the average Hausfrau has gone up in recent years by leaps and bounds. The mania for ostentation has resulted in an enormous extension of the credit system. Borrowing, speculation, and gambling have kept pace with the demands for luxury. Family outvies family in the struggle to obtain social precedence by a show of wealth. In place of the old Spartan simplicity, life in Germany to-day has become luxurious, and almost invariably vulgar. Whilst von Moltke to the end of his days kept his house going for £15 a month, hundreds of persons every night in Berlin spend more than that upon a dinner-party. Now that the great machine has broken down what will be the result? A successful campaign would bring misery enough in its train, though it might relieve the necessitous wants of the officer caste. But a defeat to German arms! One of the most lurid chapters in the history of the Kings has yet to be written.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

PARADES.

1.—Parades for to-day (Friday), 9th inst.
6 a.m.—Recruits Artillery Battery, Aiming Drill and Musketry Instruction, under Sergt.-Major Murphy, D.C.L.I.
Remainder Group 1 and Civil Service Company under Company Officers.
5 p.m.—Group 2 and 3 Route March.

DETAIL.

2.—On duty: Group 1 and Civil Service Company.
Officers on duty: Capt. Scott, Capt. Churchill and Lieut. Kennett.
Orderly Officer: Lieut. Kennett.
To furnish Guard to-night: Civil Service Company.
Orderly Sergeant to-night: Sergt. Barlow.

HONGKONG VOLUNTEER RESERVES.

PARADES.

Nos. 1, 2 and 3 Companies will parade on Sunday, 11th October, at 8.15 a.m. Dress, drill order, shirt-sleeves, and water-bottles.

ASSEMBLY.

Revised telephone lists must be handed in by Section Commanders to-day.

C. V. S. SKRIMSHIRE, Capt.,
Staff Officer H.K.V.C.

THE YARN MARKET.

Messrs. Polishwalla & Kotewal report as follows:—Since despatching our last circular per str. *Salsette* on 25th September, our market has become completely demoralized, and it is impossible for us to give any individual quotations of the different mills, and we are, therefore, not issuing our usual report. All we can say is that both importers and dealers are showing intense nervousness, the former ready to pounce at any chance sale, however small the quantity, while the latter are chary of buying a single bale more than what they absolutely require from day to day. Consequently, the business has resolved itself into lots ranging from 2 bales to 25 bales, each successive lot being booked at declining rates. We have to report a fall of fully $5 per bale since our last issue and total sales of hardly 1,000 bales.

At the Summary Court yesterday, before Mr. F. A. Hazeland, an Indian chauffeur named Mohammed Boston sued the Dragon Cycle Co., to recover $160, being as to $55 wages due for the month of September; $55 for wages in lieu of notice, and $50 being deposit alleged to have been left with the defendant for custody. After hearing the defendants' story, that plaintiff was dismissed for disobedience and paid $75, his Lordship said he believed that such was the case, and gave a verdict in favour of the defendant company. Mr. Heywood, who represented plaintiff, remarked that he could not accept the judgment and wanted to appeal. His application for a stay of fourteen days was therefore granted.

The Hongkong Club has now regained its marble clock. As the result of enquiries Detective-Lance-Sergeant A. Clarke recovered the clock, which is valued at $60, at a pawnshop at No. 131, Queen's Road Central. The accountant at the pawnshop told the Magistrate yesterday that a man named Fong Iu Lam pawned the clock for $16 on the 4th inst., the date on which it was missed. His Worship warned the accountant to be more careful in future. He should have known better than to take a clock of that description from a coolie, and ought to have made enquiries. Lance-Sergeant Clarke said the accountant had been cautioned before for his indiscretion. Mr. J. Champion, steward at the Club, identified the clock by its general appearance, and his Worship ordered its return to the Club without payment.

INTIMATIONS

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864.

SOLE AGENTS FOR

FALCON LAGER BEER

FORTIFIED BY

MESSRS. VAN VOLLENHOVEN & Co., AMSTERDAM.

The ONLY GENUINE CHEAP LAGER BEER on the Market.

[21

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Codes: A.B.C. 5th Ed., Lieber's.
Telegraphic Address: "PRESS."

NEW ADVERTISEMENTS

TO LET.

NO. 168, THE PEAK, "THE KENNELS."

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 9th October, 1914. [1231

TO LET.

NO 2, CANTON VILLAS, Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 9th October, 1914. [1232

HONGKONG GYMKHANA CLUB.

THE FOURTH GYMKHANA MEETING of the Season will be held at HAPPY VALLEY TO-MORROW (SATURDAY), the 10th October, 1914, commencing at 3 P.M.

The Charge of Admission will be $1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

GATE MONEY taken at the GYMKHANA will be given to the PRINCE OF WALES' FUND, WITHOUT ANY DEDUCTION FOR EXPENSES.

It is hoped therefore that Members of the JOCKEY CLUB and others who have hitherto enjoyed the privilege of free admission will pay on this occasion, as every Dollar paid for a Ticket is a DIRECT GIFT TO THE FUND

Hongkong, 7th October, 1914. [1228

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 12th October.
Hongkong, 7th October, 1914. [1226

KOWLOON-CANTON RAILWAY.
(BRITISH SECTION).

NOTICE.

ON SUNDAY, October 11th, and each succeeding Sunday until further Notice and also on PUBLIC HOLIDAYS, an Additional Train will leave KOWLOON for SHEUNG SHUI (FANLING GOLF LINKS) at 8.45 A.M. calling at TAIPO at 9.15 A.M.

By Order,
ROBERT BAKER,
Acting Manager.
Kowloon, 8th October, 1914. [1229

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[1176

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992

THE WAR.

FOR SALE
SMALL NATIONAL FLAGS
to mark the progress of
THE WAR.
GRACA & CO.
PEDDER ST. (Hongkong Hotel Building).
Hongkong, 1st October, 1914. [1204

SINGON & CO.
ESTABLISHED A.D 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No. 515. [45

新中外報

CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY
is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China Indo-China etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Voeux Road Central, Hongkong, 151, Fleet Street, London or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

PUBLIC COMPANIES

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, TO-MORROW (SATURDAY), the 10th October, 1914, at 12.15 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to 10th October, 1914, both days inclusive.

By Order,
M. MANUK,
Secretary.
Hongkong, 26th September, 1914. [1183

THE HONGKONG ELECTRIC CO., LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATES for 13 Shares issued as under:—

11th March, 1889. 17296/9.
27th May, 1890. 17358/9. 23504.
27th June, 1896. 17719/21 19154. 21937/8.

in the name of JOÃO A. DA LUZ (Deceased), of Hongkong, have been LOST, and should the same not be produced before the 13th October, New Scrip Certificates will be issued in favour of the said JOÃO A. DA LUZ (Deceased), and no transaction taking place under the Scrip Certificates issued on the above-mentioned dates will be recognised by the Company.

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 23th September, 1914. [1197

TO LET

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st October, 1914. [838

TO LET.
From 1st September, 1914.

IN CANTON on SHAMEEN LOT 55, The premises now in the occupation of the Bank of Taiwan, Ltd.

The Premises on SHAMEEN LOT No. 36, now in the occupation of Messrs. Purnell & Paget.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 9th October, 1914. [1017

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).
"HATHERLEIGH," 11A, Conduit Road.
GODOWN, 98, Wanchai Road.
GODOWN, No. 4, New Praya, Kennedy Town.
GODOWN, No. 5, New Praya, Kennedy Town.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st October, 1914. [1061

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 29th August, 1914. [1087

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation, if desired.

FOUR-ROOMED HOUSES at Kowloon. Cheap rentals.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 9th October, 1914. [1033

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply— SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 9th July, 1914. [923

TO LET.

NOS. 19, 21, 23 and 25, SHELLEY STREET, Newly Painted and Colourwashed.
"BEACONSFIELD," Battery Path.
No. 59, THE PEAK (5 CAMERON VILLAS).

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 3rd October, 1914. [1174

TO LET.
From 1st September, 1914.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired.

For further particulars, apply to—
H. M. H. NEMAZEE.
Hongkong, 24th July, 1914. [968

INTIMATIONS

LANE, CRAWFORD & Co.

:o:

SPECIAL NOTICE.

WE HAVE DECIDED TO ENTIRELY CLOSE OUR

TAILORING DEPT.

AND THEREFORE INTEND OFFERING OUR STOCK OF SUITINGS AT IMMENSE REDUCTIONS FOR CASH ONLY.

ORDERS WILL RECEIVE THE PERSONAL ATTENTION OF OUR CUTTER, AND WILL BE TAKEN IN STRICT ROTATION—OR IF PREFERRED, MATERIAL ONLY CAN BE PURCHASED.

PRICES:

White Serge Trousers	per pair	...$	6.75
Grey or Blue Flannel Jackets and Trousers	(unlined)	...	22.00
„ „ „ Suits	„	...	26.00
Thin Cashmere and Tweed Lounge Suits	„	...	27.00
„ Blue Serge „ „	„	...	27.00
Medium Weight Cheviot „ „	(lined)	...	29.00
Scotch Tweed and Homespun „ „	„	...	33.00
Blue Serge „ „	„	...	33.00
Dress Suits, Silk Fronts and Lined Silk...	$50.00	to	60.00
Striped Cashmere Trousers	per pair	...	11.00
White Dress Vests		...	6.00

LANE, CRAWFORD & CO.

[39

INDO-CHINA BRICKS. TILES. PIPES COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK.

[1049-2

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ORIENTAL,"
Arrived Hongkong on 3rd Oct., 1914,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Maldavia" and "Nankin."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 3rd October, 1914. [1

VISITORS TO CANTON
Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE $1.75

On Sale at:—

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" Messrs. KELLY & WALSH, LTD.
" Messrs. BREWER & Co.

Canton: Messrs. A. S. WATSON & Co.

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed	Yen	10,000,000
Capital Paid-up	„	7,499,250
Reserve Funds	„	3,430,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE.
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [648

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthy Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay.	London.
Calcutta.	Manila.
Canton.	Mexico City.
Cebu.	Panama.
Colon.	Peking.
Empire, C.Z.	San Francisco.
Hankow.	Shanghai.
Hongkong.	Singapore.
Kobe.	Yokohama.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUND 4,000,000
(Gold) $7,250,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL,
Manager.
9, Queen's Road,
Hongkong, 9th October, 1914. [959

NEDERLANDSCH-INDISCH HANDELSBANK.
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,580)
Reserve Fund..... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 3rd October, 1913 [21

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital		£1,500,000
Subscribed „		1,125,000
Paid-up „		562,500
Reserve Fund		465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.
Hongkong, 10th July, 1914. 149

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital...		£1,200,000
Reserve Fund		£1,800,000
Reserve Liability of Proprietors		£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

PRICE ... ... $5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ORIENTAL,"

Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-MORROW, the 10th October, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOLTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the S.S. "INDIA," due in London on the 20th November, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th September, 1914. [1

HONGKONG—NEW YORK.

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA JAPAN PORTS AND PANAMA CANAL.

S.S. "INDRADEO" ... On or about 14th Oct.

For Freight or information apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 25th September, 1914. [1178

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE" On or about 15th Oct.

FOR NEW YORK VIA PANAMA.

S.S. "ATHOLL" ... On or about 28th Oct.

For Freight and further information, apply to—
DODWELL & Co., LTD.,
Agents.
Hongkong, 9th October, 1914. [1222-1168

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENCE AT THE OUTPORTS,

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT,

Subscription, paid in advance,

$12 per annum. Postage

$2 to any part of

the World.

ON SALE

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: $1 Cash.

On Sale at the "DAILY PRESS" Office or Local Booksellers.

Cutler Palmer & Co
The Wine Merchants of the East

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"

WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG

LANE CRAWFORD & CO.

and from ALL WINE MERCHANTS.

[63

No Household

can be really happy if any of its members are ailing. Sound health in a family is a boon priceless beyond words, and without it, success and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given on this account to near and dear ones is, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine—safe to take and sure in their curative results. No home

Should Be Without

them. They exercise a beneficial effect upon the liver, stomach, kidneys and bowels. They give speedy relief, and, in time, they remove, most of the ailments connected with these important organs. Attacks of biliousness, constipation, flatulence, headache, dyspepsia and other disorders of the digestive system are speedily dispelled by

BEECHAM'S PILLS.

There is yet another point that you should mark on the tablet of your memory. Beecham's Pills, in addition to their acknowledged value in kidney, liver, and stomach disorders, have a specially beneficial effect in such ailments as are peculiar to women, many of whom endure needless pain and ill-health through ignorance of this important fact.

Sold everywhere in boxes,
price 9½d (36 pills) 1/1½ (56 pills) & 2/9 (168 pills).

155-3

CHAPOTEAUT'S

MORRHUOL

Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommanded at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

Sold in bottles of 100 Capsules.
Sold by all Chemists.

133-3

THE NEW FRENCH REMEDY.

THERAPION No. 1

CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.

THERAPION No. 2

CURES BLOOD POISON, BAD LEGS, SKIN EMPTIONS.

THERAPION No. 3

CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &C.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2S.
SEND STAMP ADDRESS ENVELOPE FOR FREE BOOK TO DR. LECLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON.

A CURE FOR YOU

THY NEW DRAGEE (TASTELESS) FORM OF EASY TO TAKE

THERAPION SAFE AND LASTING CURE.

SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.

INSIST ON HAVING THERAPION.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years, FROM 1874 TO 1909.

PRICE ..... $2 CASH.

On Sale at the DAILY PRESS Office or Local Booksellers.

THE TO-MORROW OF EUROPE.

SOME RESULTS OF WAR TO BE DREADED.

Much gravity was observed in the French capital at the moment war was declared; in London there was some jubilation. Not from the reflective ones, perhaps, but from the crowd that always flings up its hat. On August 5th, a few hours after England declared war, Mr. Harold Begbie wrote for the *Daily Chronicle* this reflexion on the "To-morrow of Europe." In particular he exhorted the crowd in the street not to put on paper caps and "march through the streets waving penny flags, breathing beer and singing 'Britons never shall be slaves.'" "Let us not sing boastful songs!" he writes. "Honour may call us to fight, self-preservation may force us into the slaughter-house; but let us wear on our sleeves the crape of mourning for a civilization that had the promise of joy, and strike our enemy without a hiccup or a curse. Never shall we know again what is now perishing. And we shall want all our strength for To-morrow."

The inconvenience caused by the upset of our daily habits is already acutely felt. How many have reflected on the change in the deeper streams of life that Mr. Begbie here calls attention to:

THE STOPPING OF THE CLOCK.

"This war means the sudden stopping of a clock by which we moderns have regulated not only our meals, not only our journeys, but the habits of our minds. The big stick of brutal force has been suddenly thrust into the exquisite and delicate mechanism of civilization. The wheels cease turning, the hands are arrested, and the peaceful, friendly, and most familiar tick-tack of our human existence dies into a silence not yet broken by the clangour of guns, the groans of the dying and the noise of falling thrones. Already, now at this moment, civilization stops—stops dead. We in England, who have done nothing, and even now may do nothing in the war, are hurled suddenly back into barbarism. We arm; but it is against hunger. We mobilize; but it is against murder. Religion, philosophy, literature, painting, and, chief of all, perhaps, science with its torch at the head of our human hosts, are suddenly flung backward; they become of no moment. Who wants to know about immanence? Who cares to hear what Bergson and Eucken think? Who bothers about books and pictures? Who is ready to endow a laboratory or listen to the chemist and the biologist? We are back in the age of sticks and stones, but perishing science—'so the struck eagle, . . .'—has armed us with other weapons; the slaughter will be more hideous, the ruin will be more calamitous, and for nobody will there be a crown of glory.

"All that has made this strange experience of conscious human life interesting, ennobling, and hopeful has rested upon commerce; and commerce has been what it has been because of two things, credit and good manners. Where is credit now? What banker in London, what British merchant, ever dreamed a week ago to hear of such a thing as a moratorium. And where are good manners gone? Look for them in Asia, but not in Europe. At every Christian frontier you can pick up a broken treaty and a dishonoured bond.

TWO TRANSCENDENT CHANGES.

"Mr. Norman Angell told me this morning that out of this war—'everybody fighting and nobody wanting to fight'—two changes of transcendent importance will emerge. We shall have a Cossack Europe, and New York will henceforth be the centre of credit. Russia must win. She calls a million sixteenth-century peasants from the fields, and Germany mows them down. Another million take their place. Death again. Another million. And yet another million of these sixteenth-century peasants. And when it is all over, those who are left will go back to their fields.

"But Germany, France, England, particularly England and Germany, where will they turn when the million dead are shovelled under bloody soil? The bricks and mortar of industry may be still standing; but where will credit be found? And what will the millions of starving factory-hands be doing? How shall we get upon our feet? Where is the clockmaker who will mend the smashed wheels and set the pendulum swinging once again? Happy the Russian peasant who will go back to his sixteenth century and his field, telling the time by the sun's shadow. Industry in Europe, with other things of older date, will lie in ruins.

DEMOCRACY CRYING FOR RELIEF.

"In three months from now the democracies of Europe will be crying out for a return to normal conditions. The war fever will have spent itself. The war lords will be confronted by their outraged and maddened victims. What will they answer? Men will want work, they will want wages, they will want food. Europe will ask for these things, and the war lords will be driven to answer. Which of them, with all his wisdom and strength, will be able to restore three centuries of human progress? Normal conditions! These normal conditions are the fruit of 300 years of evolution, 300 years of moral and intellectual evolution—a labour not of yesterday nor of pigmies. Destroy normal conditions and you destroy to-day, and all the yesterdays of European civilization. Expect, then, a bewildering To-morrow.

"Armaments have broken the back of the labourer; and with the fall of the labourer all things fall, all things come to earth. Because of the war lords, and only because of the war lords, the man of science is paralyzed, and civilization stops. Humanity has been fooled. Too late it discovers it.

"Remember this, too. Among the young conscript soldiers of Europe who die in thousands, and perhaps millions, are the very flower of civilization; we shall destroy brains which might have discovered for us in ten or twenty years easements for the worst of human pains and solutions for the worst of social dangers. We shall blot those souls out of our common existence. We shall destroy utterly those splendid burning spirits reaching out to enlighten our darkness. Our fathers destroyed those strange and valuable creatures whom they called 'Witches.' We are destroying the brightest of our angels."

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FINANCIAL POSITION OF THE JAPANESE GOVERNMENT.

THE SURPLUS IN THE TREASURY.

Figures have been published in the *Official Gazette* relating to the revenue and expenditure for the last fiscal year (1913-1914), as appearing on the national accounts on August 31st.

According to these figures, remarks the *Osaka Mainichi*, the actual revenue received amounted to Y.721,974,000—Y.575,427,000 being ordinary and Y.146,547,000 extraordinary revenue. Expenditure amounted to Y.573,638,000—Y.415,635,000 ordinary and Y.157,998,000 extraordinary, expenditure, leaving an excess of revenue amounting to Y.148,341,000. This represents the surplus left in the Treasury for the fiscal year, and carried forward to the current year. Of this sum about Y.18,000,000 was ear-marked for State works undertaken but not completed, the actual net surplus is Y.130,341,000.

INCREASED REVENUE.

The actual revenue amounted to Y.721,974,000, about Y.127,000,000 over the estimate, a result mainly due to the increase in extraordinary revenue amounting to Y.85,000,000, so that the estimate was about Y.42,000,000. The position may be seen from the following figures:—

	Revenue received. Yen	Estimated revenue. Yen
Taxes	369,479,000	336,536,000
Stamp duty	30,830,000	29,071,000
Revenue from State enterprises and property	149,011,000	140,011,000

UNUSED EXPENDITURE.

The estimated expenditure voted for the year under review amounted to Y.598,000,000 and the amount actually expended was Y.573,000,000, leaving a balance of "surplus" of Y.25,000,000. This includes a sum of Y.20,000,000, saved by administrative reforms, so that the net amount of unexpended money is only Y.5,000,000. In the Budget for the present year (1914-1915) revenue is estimated to exceed expenditure by about Y.14,609,000. thus:—

REVENUE.

Ordinary	Y.534,055,202
Extraordinary	43,303,457
Total	Y.577,368,659
Ordinary	Y.414,682,071
Extraordinary	145,077,527
Total	Y.559,759,598
Special War Expenditure (old account)	3,000,000
Total	Y.562,759,598
Revenue Balance	Y. 14,609,061

When this amount is added to the surplus left from the last fiscal year—Y.130,042,000, the total sum at the disposal of the Government will be Y.144,651,061. Of this amount Y.1,200,000 has been defrayed for the funeral of the Empress-Dowager, Y.6,500,000 for the Naval replenishment scheme and Y.65,500,000 for War expenses (the Kiao-chau operations)—a total of Y.73,700,000. In addition, over Y.25,000,000 is to be transferred to the State Railways account, Y.5,000,000 is to be spent on the repair of public property damaged by the recent storms, Y.3,000,000 is to be used for improvements in riparian control, Y.460,000 is required for subsidies to harbour and waterworks, and Y.3,000,000 is to be refunded to the Formosan Customs revenue. Allowing for these various expenditures, the actual amount left will be not more than Y.35,000,000, and this is the sum expected to be available for next fiscal year.

ANALYSIS OF THE INCREASE IN REVENUE.

In analysing the increase of Y.32,530,000 over estimate in the revenue from taxes for last year, as shown in the accounts just published by the Government, the *Asahi* notes that of the various taxes imposed only seven—land, income, business, saké, and textile taxes, and Customs revenue are enumerated, the revenue from the other nine taxes being lumped together under the general heading of "other" so that it is impossible to see how the revenue from these nine taxes stands. The actual revenue from each tax against estimates may be seen from the following figures:—

Tax	Estimated Revenue.	Actual Revenue. (Increase or Decrease.)
Land	Y.75,330,000	— Y. 660,000
Income	38,470,000	+ 110,000
Business	25,050,000	+ 2,330,000
Death	3,020,000	+ 320,000
Transit	4,110,000	+ 750,000
Mining	2,180,000	+ 700,000
Bank of Japan Notes	810,000	+ 810,000
Saké	89,040,000	+ 4,170,000
Soy	4,780,000	+ 170,000
Sugar	15,120,000	+ 5,920,000
Textile	19,180,000	+ 780,000
Kerosene	2,010,000	— 340,000
Patent medicine	230,000	+ 20,000
Exchange	4,020,000	— 550,000
Customs duties	55,900,000	+ 17,810,000
Shipping duties	600,000	+ 180,000
Total	Y.369,479,000	+ Y.32,530,000

In the year under review, continues the Osaka journal, the tax on third-class incomes was reduced by Y.6,860,000, and the Customs duty on rice imported from Korea was abolished, which it was estimated would mean a loss of Y.500,000 in Customs revenue, and yet these reductions were not allowed for in the estimates. Had these taxes not been reduced, the actual receipts from taxes last year would have been at least Y.40,000,000 over the estimate.

As will be seen from the above table, receipts from land, kerosene and exchange taxes show a decrease on the estimates, while the revenue from thirteen other taxes realised more than estimated. The decrease of Y.660,000 in the land-tax is accounted for by exemptions and postponed payments on land damaged by floods. The decrease of Y.340,000 in the kerosene tax is due to the smaller demand for illuminating oil on account of the increased use of gas and electric light. The falling-off of Y.550,000 in exchange tax is ascribed to reduced transactions in stocks owing to trade depression. The increase of Y.17,810,000 in Customs revenue, despite the abolition of the duty on Korean rice, was due to the continued heavy imports of goods, and an increase of Y.116,600 (in spite of a reduction by Y.6,960,000) in income-tax is explained by the high price of rice which increased the income of agriculturalists, and the increased profits of banks and other business companies. A similar cause is responsible for the increased revenue from business-tax by Y.2,330,000, and the increase of Y.5,920,000 in the receipt from the sugar tax is accounted for by the large quantity of bonded sugar brought over from the previous year, and the steps taken for payment of the tax last year. Increased receipts from transit duty, textile and patent medicine taxes, and tonnage dues may be taken as making the natural development of business during the year under review rather than to any special economic change.—*Japan Chronicle.*

BRITAIN IN WAR TIME.

HOW LANCASHIRE FACES HARD TIMES AHEAD.

COTTON WORKERS' UNANIMITY.

Many who rejoiced at the closing of the ranks at Westminster must yet have wondered whether the House of Commons was accurately reflecting the mood of the nation. Had the doctrine of the united front been accepted as part of the national creed? In particular, what were the views of the great working-class population of the industrial north, which influences our political destinies so largely in these latter days? What was the Manchester School thinking?

I have set out on a tour to discover the answers to these questions, says a special correspondent of *The Times* writing on August 12th. I purposely began my investigation in a region in which, if anywhere, one might have expected to hear criticism and possibly a note of opposition. Lancashire has grim memories of war. The privations of the Napoleonic era were followed by Waterloo; the American Civil War was accompanied by the horrors of the cotton famine. In this war Lancashire has more at stake than any other manufacturing area. And captains of industry and trade union leaders can proudly join in saying that not a single voice has been raised in public to protest against the war or to murmur at the sufferings which it will bring in its

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SHORT TIME AGREED TO.

The unanimity of Lancashire is surprising even to those who know and love a county which is accustomed to put its trust in mills rather than in barracks, to trade with the foreigner and not to fight him. Class distinctions never have counted for much in an area in which the mill-hand of yesterday becomes the mill-owner of to-day, and in which clogs to clogs in three generations" remains an axiom of deep significance. But the perpetual conflict between employers and employed, as those who went through the weavers' lock-out of two years ago can testify, is as stoutly fought here as anywhere, to-day it is dead. The spinners have agreed to go on short time; the weavers have consented to the cancelling of their employment contracts. The two industrial parties are working hand in hand to lessen the severity of the blow which the war is aiming at the staple trade of Lancashire.

On the the hand, there is no war fever. Manchester, for instance, goes about its business, as far as possible, in exactly the same way as it would in any other August. The only change perceptible to the occasional visitor is the unusual and, for Manchester, rather uncanny quietness of the streets. One is accustomed to the noise of heavy trollies rattling on its cobbles. This noisy warehouse and goods yard traffic has been reduced to the proportions which have before only been associated with strike time. The horses have gone to the Remount Department; in any case the home trade for the moment is dead, and there are no vessels in the Ship Canal to load cargoes.

The demeanour of the people is sober and admirably restrained. They did not shout for war as in the days before Kruger's ultimatum. They do not shout against the Germans now that we are engaged in war. There are no street demonstrations. Pumped up patriotism of the baser sort is discouraged by the instinctive good sense of a working-class which deliberately accepts the war as a national duty and not as an occasion for hysterical rejoicing. In Market Street—its pavements crowded as usual—I did not see waved or worn a single Union Jack or other patriotic emblem last night. There were no crowds hungering for news at appointed rendezvous; there were no special editions of the evening papers.

THE PULSE OF MANCHESTER.

The pulse of Manchester, in fact, is normal, and I take it as a good sign of the *morale* of the men of the North. The slight panic of last week has disappeared. The first shock of the crisis undoubtedly created intense financial anxiety in the great Lancashire towns. Cool heads at the top, together with the measures taken by the Government, averted disaster, and people of every class are adjusting themselves to the new conditions. A period of rigid economy has set in. Prices are not much higher than they were, but a close eye is being kept on every branch of expenditure.

The cotton operatives argue that, if the great war was to come at all, it could not have come at a more favourable time. They are better prepared to face it than at any time since the last trade depression. The cotton boom began to wane some months ago. Arrangements for working short time in the mills had been agreed upon before the war broke out and the natural tendency to save for the rainy day had set in. Further, the holiday period finds Lancashire at the zenith of its floating wealth. Half the holiday clubs in the country have by now disbursed the operatives' savings, but half, including Oldham's £100,000, have yet to count out. Here is money in hand for thousands of operatives, and most of it will not be spent on holiday-making. There is accordingly no pinch yet, although the stoppages of machinery in thriving towns like Oldham, Burnley, and Nelson are very extensive.

With so much trouble ahead, and the incalculable dangers to the import of raw cotton from America and the export of manufactured goods to the Far East, the community remains calm and confident, loyal and resolute. In Manchester it is difficult to realize that this country is engaged in a vast European war. How different must be the condition of the great French and German towns which are ordinarily to be reckoned on as competitors! We seem very remote from war here, and only indirectly acquainted with warlike preparations. Regular troops are seldom seen in these great industrial cities; the civil idea is supreme. The embodiment of the Territorials is the only outward manifestation of the national conflict which most Lancashire folk have actually seen. But, with many temptations, their unity is unimpaired, their nationalism a fine unselfish thing. They will make short work of grumblers and critics when in due time they rear their heads.

LATEST STEAMER MOVEMENT.

The P.M. str. *China* will sail from Yokohama on the 9th October for Hongkong via Japan ports and Manila. The United States mail has been transferred to the N.Y.K. str. *Suwa Maru* scheduled to arrive at Hongkong on Monday the 19th October, a.m.

SHIPPING

ARRIVALS.

CHENGTU, British str., 1,204, Lewis, 8th October — Bangkok 26th September, General.—Butterfield & Swire.

DAIGI MARU, Japanese str., 846, S. Takushige, 8th October—Swatow 7th October, General.—Osaka Shosen Kaisha.

HAIYANG, British str., 1,363, A. E. Hodgins, 8th October—Swatow 7th October, Tea and General.—Douglas Lapraik & Co.

NAMUR, British str., 4,188, A. Collyer, 8th October—Yokohama 29th September, General.—P. & O. S. N. Co.

PEKING MARU, Japanese str., 1,953, Tomoye, 8th October—Moji 2nd October, Coal.—Osaka Shosen Kaisha.

PHEMIUS, British str., 4,267, Bailey, 8th October—Liverpool 30th August, General.—Butterfield & Swire.

SALAHADJ, Dutch str., 1,237, Liberg, 7th October—Balik Papan 28th September, Bulk Oil.—Asiatic Petroleum Co.

TAIWAN MARU, Japanese str., 1,145, M. Sawada, 8th October—Hongay 5th October, Coal and General.—Lapicque & Co.

TJICHEMBANG, Dutch str., 3,018, Jurnians, 8th October—Batavia 30th September, General.—Java-China-Japan Lijn.

SHIPPING REPORTS.

The British str. *Haigang* reports: Light breeze, smoth sea, fine clear weather throughout.

The British str. *Chengtu* reports: Strong southerly winds and strong easterly swells.

The British str. *Namur* reports: Light to moderate N.E. monsoon and fine clear weather from Shanghai to Hongkong; fine cool weather up in Japan ports.

PASSENGERS.

ARRIVED.

Per *Chengtu*, from Bangkok, Mr. G. E. Stewart and Mr. G. E. Hopkins.

Per *Haigang*,—from Swatow, Mr. and Mrs. A. D. Blackburn, Mr. C. W. Watkins and Mr. Goldring.

Per *Namur*, for Hongkong, from Kobe, etc., Miss S. Karansia and servant, Mr. J. D. Auld; from Shanghai, Mr. J. D. Fawcett, Mr. J. S. S. Cooper, Mr. and Mrs. Marques Silva, Mr. S. Steckmest, Mr. C. C. Blyton, Mr. R. E. Toeg and servant, Capt. Lennox, Mr. S. Fessenden, Mr. and Mrs. Douglas, Rev. R. P. Clurion, Rev. R. P. Carlo, Rev. R. G. Gumaid and servant, Mr. and Mrs. M. C. Lee and Miss D. B. Karanjia.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The E. & A. str. *Aldenham* left Sydney for this port (via Queensland Ports and Manila) on the 20th September, and may be expected to arrive here on or about 21st October.

The A.O. str. *Changsha* left Sydney on the 1st October for Hongkong via Newcastle, Port Darwin, Thursday Island and Manila, and may be expected to arrive here on or about 24th October.

MERCHANT STEAMERS.

The M.M. str. *Chili* is due to arrive here on the 9th October, and will leave for Shanghai and Japan on or about the 10th October.

The str. *Anhui* left Shanghai on the 7th October, and is due in Hongkong on the 10th October.

The Barber Line str. *Cholister* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

The Barber Line str. *Shimosa* left New York via Panama Canal for Hongkong on the 3rd October, and is therefore expected to arrive here on or about the 23rd November.

HONGKONG TIDE TABLE.

From 9th to 15th October, 1914.

Days of Week	Days of Month	High Water: H'kong. Mean Time	High Water: Height	Low Water: H'kong. Mean Time	Low Water: Height
		h. m	ft. in.	h. m.	ft. in.
Fri.	9	0 35 a	4 5	m 6 28	2 5
		11 6 a	7 2	4 38 a	4 1
Satur.	10	No infer.	high-	m 7 29	2 6
		11 44 a	7 2	nor low-	water
Sun.	11	No infer.	high-	m 8 51	2 7
				nor low-	water
Mon.	12	m 0 34	7 0	m 10 22	2 5
		No infer.	high-	nor low	water
Tues.	13	m 1 57	6 8	m 11 24	2 3
		No infer.	high-	nor low-	water
Wed.	14	m 3 38	6 8	0 10 a	2 1
		No infer.	high-	nor low-	water
Thurs.	15	m 5 8	6 9	0 43 a	2 0
		7 15 a	5 2		

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JANUARY to JUNE, 1914. With INDEX. Price $7.50.

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Hongkong, 1st August, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	To-morrow, at 10 A.M.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 4th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SUWA MARU	Jap. str.	—	Murai	NIPPON YUSEN KAISHA	On 21st inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	On 14th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	Teranoka	NIPPON YUSEN KAISHA	On 20th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KERLUNG & JAPAN	TACOMA MARU	Jap. str.	—	T. Hamada	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
NEW YORK VIA JAPAN PORTS & PANAMA CANAL	INDRADEO	Brit. str.	—		SHEWAN, TOMES & Co.	About 14th inst.
NEW YORK	BOLTON CASTLE	Brit. str.	—		DODWELL & Co., LTD.	About 15th inst.
SAN FRANCISCO VIA SNGHAHAI & JAPAN, &c.	SIBERIA	Am. str.	—	A. Zeeder	PACIFIC MAIL S.S. Co.	On 13th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 20th inst.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 27th inst., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	ANYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 2nd Dec.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	F. Carter	GIBB, LIVINGSTON & Co.	To-day, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 18th Nov., at Noon.
JAPAN	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 16th inst.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	Tominaga	NIPPON YUSEN KAISHA	On 30th inst., at 5 P.M.
MOJI & KOBE	CEYLON MARU	Jap. str.	—	Naguchi	NIPPON YUSEN KAISHA	On 23rd inst.
TIENTSIN VIA SWATOW, SHANGHAI & WEIHAIWEI	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD.	On 11th inst., at D'light.
WEIHAIWEI, CHEFOO & TIENTSIN	KUEICHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 11th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	CHILI	Fren. str.	—	Eschenauer	MESSAGERIES MARITIMES	To-morrow, at 5 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	R. Y. Anderson	BUTTERFIELD & SWIRE	On 11th inst., at D'light.
SHANGHAI	YINGCHOW	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	YUSANG	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	About 21st inst.
SHANGHAI	COLOMBO MARU	Jap. str.	—	Sakamoto	JARDINE, MATHESON & Co., LD.	On 22nd inst., at D'light.
SHANGHAI & KOBE	NANKIN	Brit. str.	—	Owen Jones, R.N.R.	NIPPON YUSEN KAISHA	On 23rd inst.
SHANGHAI	TJIKEMBANG	Dut. str.	—		P. & O. S. N. Co.	About 23rd inst.
SHANGHAI	KAIJO MARU	Jap. str.	—	Y. Yamamoto	JAVA-CHINA-JAPAN LIJN	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 11th inst., at Noon.
ANPING & TAKAO VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 17th inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	HAIYANG	Brit. str.	½ h.	A. E. Hodgins	OSAKA SHOSEN KAISHA	On 11th inst., at 10 A.M.
AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-morrow, at 4 P.M.
SWATOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 11th inst., at 10 A.M
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 13th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	LOONGSANG	Brit. str.	—	W. G. G. Leask	DOUGLAS LAPRAIK & Co.	On 16th inst., at 1 P.M.
MANILA	TEAN	Brit. str.	1 m.	Sidford	JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 13th inst., at 4 P.M.
MANILA	TJITAROEM	Dut. str.	—		JARDINE, MATHESON & Co.	On 17th inst., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	MALAY MARU	Jap. str.	—	K. Sukawa	JAVA-CHINA-JAPAN LIJN	Quick despatch.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	JINSEN MARU	Jap. str.	—	Terada	OSAKA SHOSEN KAISHA	On 19th inst., at A.M.
BOMBAY VIA SINGAPORE & COLOMBO	HANGSANG	Brit. str.	—	Spencer Wilde	NIPPON YUSEN KAISHA	On 26th inst.
SINGAPORE, PENANG & CALCUTTA	CHENGTU	Brit. str.	1 m.	Lewis	JARDINE, MATHESON & Co., LD.	To-morrow, at 3 P.M.
SINGAPORE	KUTSANG	Brit. str.	—	Bradley	BUTTERFIELD & SWIRE	On 13th inst., Noon.
SINGAPORE, PENANG & CALCUTTA	SANUKI MARU	Jap. str.	—	Date	JARDINE, MATHESON & Co., LD.	On 14th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	NIPPON YUSEN KAISHA	On 17th inst.,
SINGAPORE, PENANG & CALCUTTA	SALAMIS	Brit. str.	—	D. A. Gardiner	JARDINE, MATHESON & Co., LD.	On 24th inst., at 3 P.M.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	HINSANG	Brit. str.	—	A. Kennedy	THE BANK LINE LIMITED	On 25th inst.
SANDAKAN	KAIFONG	Brit. str.	1 m.	H. Mathias	JARDINE, MATHESON & Co., LD.	On 15th inst., at Noon.
HOIHOW & HAIPHONG					BUTTERFIELD & SWIRE	On 14th inst., at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER: Steamers	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver	To L'POOL: Quebec	Liverpool	From L'POOL: Liverpool	Quebec	From VANCOUVER: Steamers	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	Sailings Temporarily Withdrawn.				—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE — Meals and Sleeping	£71.10	£71.10
Car Berth across Canada £26 additional.	£65 — £43 —	£65 — £45 —

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Passengers may book through Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

[1491] GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

WEATHER REPORT.

On the 8th at 11.35 a.m.—The anti-cyclone has broken up and the northern depression has moved rapidly eastward. It is now central over the Sea of Japan.

The depression over Tongking has filled up.

A small depression lies over Amoy. It will probably fill up rapidly, owing to an anti-cyclone which appears to be forming over China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	N. to S.E. winds, freshening; fine at first, some rain later, cooler.
Formosa Channel	N.E. winds, freshening considerably.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

8TH OCTOBER, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather.	
Vladivostock	7 a.	—	—	—	—	—	0	—
Nemuro	6 a.	29.97	—	—	—	—	0	—
Hakodate	"	29.83	—	—	—	—	0	—
Tokio	"	29.85	—	—	SW	1	1	—
Kochi	"	29.82	—	—	SW	1	0	—
Nagasaki	"	29.91	—	—	—	—	2	—
Kagoshima	"	29.94	—	—	NW	1	1	—
Oshima	"	30.01	—	—	N	1	0	—
Naha	"	30.03	—	—	—	—	1	—
Ishi'jima	"	30.03	—	—	S	1	0	—
Bonin Is.	"	30.05	—	—	—	—	0	—
Chefoo	"	—	—	—	—	—	—	—
Weihaiwei	"	29.94	62	72	NNW	5	bc	
Hankow	"	—	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—	—
Shanghai	"	30.10	62	—	W	2	o	
Gutzlaff	"	30.05	63	—	W	5	omd	
Sharp Peak	7 a.	29.99	75	—	ENE	9	o	
Amoy	6 a.	29.94	77	86	SW	1	b	
Swatow	"	30.12	76	95	ENE	1	o	
Taihoku	5 a.	30.03	—	—	—	0	—	
Taichu	"	30.02	—	—	—	0	—	
Tainan	"	30.02	—	—	—	0	—	
Koshun	"	30.03	—	—	—	0	—	
Pescadores	"	30.01	—	—	S	2	c	
Canton	6 a.	30.01	73	95	N	1	o	
Hongkong	"	30.01	76	89	—	0	o	
Gap Rock	"	29.97	—	—	SSW	2	o	
Macao	"	29.98	76	—	SE	1	cf	
Wuchow	9 a.	—	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—	—
Phulien	6 a.	30.02	73	—	NNE	5	lt	
Tourane	"	29.97	75	—	SSW	4	b	
Cape St. James	"	—	—	—	—	—	—	—
Aparri	"	30.00	75	—	—	0	c	
Manila	"	29.99	72	—	—	0	b	
Legaspi	"	29.95	82	—	NNE	1	b	
Iloilo	9 a.	29.83	81	—	NE	1	c	
Bacolod	"	—	—	—	N	2	o	
Cebu	"	29.97	81	—	—	0	od	
Labuan	"	—	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 8th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.96	30.01	30.01
Temperature	84	76	83
Humidity	65	89	70
Wind Direction	SSW	—	ENE
" Force	2	0	1
Weather	c	c	c
Rain		—	—

Highest open air Temperature on 7th ... 85

Lowest open air Temperature on 7th ... 77

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—

KOWLOON BOOK STALL, Ferry Wharf.

Messrs. HUNG CHEONG, Haiphong Road.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
*SINGAPORE, PENANG & CALCUTTA	"HANGSANG"	Saturday, 10th Oct., 3 P.M.
*SINGAPORE, PENANG & CALCUTTA	"LOONGSANG"	Saturday, 10th Oct, 3 P.M.
* MANILA		
* TIENTSIN VIA SWATOW, SHANGHAI AND WEIHAIWEI	"CHEONGSHING"	Sunday, 11th Oct., D'light
*SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed'day, 14th Oct., 3 P.M.
‡ SANDAKAN	"HINSANG"	Thursday, 15th Oct., Noon.
* MANILA	"YUENSANG"	Saturday, 17th Oct., 3 P.M.
† SHANGHAI	"YUSANG"	Thursday, 22nd Oct., D'light.
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 24th Oct., 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau&N'chwang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Labad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. 511

Hongkong, 9th October, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS

Telephone No. 215.

Hongkong, 16th April, 1914. 41

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE.
LONDON & ANTWERP	"MONMOUTHSHIRE"	On 4th Nov.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,

Hongkong 7th October, 1914. AGENTS 146

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR Capt. A. Collyer	10 A.M. 10th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL Capt. A. L. Valentini	Noon. 10th Oct.	See Special Advertisement.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NELLORE Capt. J. Gaunt, R.N.R.	About 21st Oct.	Freight and Passage.
SHANGHAI	NANKIN Capt. Owen Jones, R.N.R.	About 23rd Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 9th October, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 11th Oct., D'light.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 11th Oct., D'light.
SINGAPORE	"CHENGTU"	On 13th Oct., Noon.
MANILA, CEBU and ILOILO	"TEAN"	On 13th Oct., 4 P.M.
SHANGHAI	"YINGCHOW"	On 13th Oct., 4 P.M.
HOIHOW and HAIPHONG	"KAIFONG"	On 14th Oct., 10 A.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 9th October, 1914 TELEPHONE 36. AGENTS. [5

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	SATURDAY, 10th Oct., at 4 P.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 13th Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 16th Oct., at 1 P.M.

* The s.s. "Haiyang" will not calling at Swatow.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... SUNDAY, 11th Oct., at 10 A.M. WED'DAY, 14th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 9th October, 1914. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	21st Oct.	On 9th Oct., 10 A.M.
ALDENHAM		On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914. AGENTS [49

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots ...	TUES., 20th Oct.
TENYO MARU	22,000—21 knots ...	SATUR., 14th Nov.
SHINYO MARU	22,000—21 knots ...	TUES., 8th Dec.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO,

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU ...	14,000—14 knots	Wednesday, 2nd December.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291. [212

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CANADA MARU" ...	H. Yamamoto...	WED'DAY, 14th Oct., at 4 P.M.
"TACOMA MARU" ...	T. Hamada ...	THURSDAY, 29th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Sukawa ...	MONDAY, 19th Oct., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	SUNDAY, 11th Oct., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 11th Oct., at 10 A.M.
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 18th Oct., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Hattori ...	SATURDAY, 17th Oct., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

FOR FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:		FROM COLOMBO:
28th Oct.	"GUJERAT"	17th Nov.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later
p.m. Thurs.		6 p.m. Tues.	Noon. Satur.		Friday	Thursday
Oct. 1	ORIENTAL ...	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA ...	Nov. 20	Nov. 26
Oct. 29	ARCADIA ...	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON		
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"			£59		£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
				MARSEILLES		
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£82.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'POR'E	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	——	Oct. 10	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	§ SUWA MARU Capt. Murai,	25,000	WEDNESDAY, 21st Oct., at 10 A.M.
	§ ATSUTA MARU Capt. Irizawa,	15,000	WEDNESDAY, 4th Nov., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	§ TAMBA MARU Capt. Nagasuye,	12,500	TUESDAY, 20th Oct. at 4 P.M.
	§ AKI MARU Capt. Noma,	12,200	TUESDAY, 3rd Nov., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takeda,	9,600	WEDNESDAY, 21st Oct., at Noon
	HITACHI MARU Capt. T. Sato,	13,500	WEDNESDAY, 18th Nov., at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	SANUKI MARU Capt. Date,	12,500	SATURDAY, 17th Oct.
BOMBAY via SINGAPORE, and COLOMBO	JINSEN MARU Capt. Terada,	5,000	MONDAY, 26th Oct.
MOJI and KOBE	CEYLON MARU Capt. Naguchi,	10,000	FRIDAY, 23rd Oct.
SHANGHAI and KOBE	COLOMBO MARU Capt. Sakamoto,	9,800	FRIDAY, 23rd Oct.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU Capt. Tominaga,	12,500	FRIDAY, 30th Oct., at 5 P.M.
KOBE and YOKOHAMA ...	HITACHI MARU Capt. T. Sato,	12,500	FRIDAY, 16th Oct.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons...	4 hours, 28 h Jan.
KAMO "	16,0 0 " ... ... "	11th Feb.
KASHIMA "	20 000 " ... ... "	25th Feb.
MISHIMA "	16,000 " ... ... "	11th Mar.
SUWA "	25 000 " ... ... "	25th Mar.
ATSUTA "	16,000 " ... ... "	8th Apr.
YASAKA "	25,000 " ... ... "	22nd Apr.
MIYASAKI "	16,000 " ... ... "	6th May.
KITANO "	16 000 " ... ... "	20th May.
FUSHIMA "	25,000 " ... ... "	3rd June.

FOR AMERICA.

AKI MARU...	12,500 Tons...	Tues., 26th Jan.
SADO "	12 500 " ... ... "	9th Feb.
YOKOHAMA "	12,50 " ... ... "	23rd Feb.
AWA "	12,500 " ... ... "	9th Mar.
SHIDZUOKA "	12,500 " ... ... "	23rd Mar.
TAMBA "	12,5 0 " ... ... "	6th Apr.
AKI "	12,5 0 " ... ... "	20th Apr.
SADO "	12,5 0 " ... ... "	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 [8—9mds

POST OFFICE NOTICE.

SHIPS' LETTER BOXES.

1.—It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
2.—Ships' Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
3.—Shipwrights are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
4.—Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but *bona fide* Consignees' letters which should be left open for inspection when required.
5.—Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
6.—Shipping Companies and Ships' Officers must send to the Post Office ALL correspondence except *bona fide* Consignees' letters posted in the Ships' Letter Boxes or received by Ship Officers at the ports from which they sailed, or anywhere en *route to* Hongkong.
7.—The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

War risks are not covered by Postal Registration or Insurance.

Until further notice the Names of the Vessels by which Mails are forwarded will not be advertised in the Mail Notices.

Correspondence (including parcels) is being despatched as opportunity offers; but all Services are irregular and uncertain and all correspondence is liable to delay.

The Parcel Post Service to France is suspended until further notice.

The Parcel Post and Insured Letter system to Brazil is suspended.

Notice is given that although every possible precaution is taken to secure the safety of all postal packets whilst in the custody of the Post Office the Postmaster-General cannot give compensation for any loss or damage which may be due to the act of the King's enemies. Until further notice no Letters, Boxes, Parcels for Belgium, Brazil, Crete or Montenegro, and no Letters, Boxes or Parcels for Malta can be accepted for Insurance.

Monday, the 12th inst., being a Public Holiday the Post Office will be open from 8 to 9 a.m. There will be one delivery of Ordinary Correspondence and one collection of letters from the Pillar Boxes.
The Money Order Office will be entirely closed.

The Parcel Post Service to Egypt and countries beyond served by Egypt in Southern Europe is for the present suspended.

The Service to Tsingtau is suspended.

A late Mail for Swatow, Amoy and Foochow will in future be closed for all Douglas Steamers 20 minutes before each steamer sails, ordinary correspondence will be received after the regular mail has closed at the side west entrance to the G.P.O. in the lane off Des Vœux Road.

The FRENCH MAIL is due to arrive here to-morrow, at 6 a.m.

The *Tambo Maru*, with the MAIL FROM LONDON (via Siberia) of Wednesday, the 9th ult., is due to arrive here on Sunday, the 11th inst.

The *Suwa Maru*, with the AMERICAN MAIL ex *China*, is scheduled to arrive here on Monday, the 19th inst.

FOR	DATE	
Saigon	Friday,	9th, 8.00 A.M.
Bangkok	Friday,	9th, NOON
Timor, Australia, New Zealand via Port Darwin and New Guinea via Thursday Island	Friday,	9th, 1.00 P.M.
Bangkok	Friday,	9th, 2.00 P.M.
Japan via Moji	Friday,	9th, 4.00 P.M.
Straits and India via Calcutta	Saturday,	10th, 2.00 P.M.
Shanghai, North China and Japan via Kobe (EUROPE VIA SIBERIA)	Saturday,	10th, Registration 3.30 P.M. Letters ... ... 4.00 P.M.

[To make connection with the Tientsin-Pukow Railway closing at Shanghai Brit. P.O. at 8.30 p.m. on Thursday, the 15th inst.]

COMMERCIAL.

CLOSING QUOTATIONS.

October 8th

ON LONDON:—	
Telegraphic Transfer	1/9⅜
Bank Bills, on demand	1/9⅜
Bank Bills, at 30 days' sight	1/9⅜
Bank Bills, at 4 months' sight	1/9⅜
Credits, at 4 months' sight	1/10
Documentary Bills 4 months'sight	1/10⅛
ON PARIS:—	
Bank Bills, on demand	nom.
Credits, at 4 months' sight	nom.
ON GERMANY:—	
On demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	43⅞
Credits, at 60 days' sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	135
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	135
ON SHANGHAI:—	
Bank, at sight	76½
Private, 30 days' sight	nom.
ON YOKOHAMA:—On demand	88½
ON MANILA:—On demand—Peso	98
ON SINGAPORE:—On demand	76½
ON BATAVIA:—On demand	108½
ON HAIPHONG:—On demand	nom.
ON SAIGON:—On demand	nom.
ON BANGKOK:—On demand	86½
SOVEREIGNS, Bank's Buying Rate	$11.10nom.
GOLD LEAF, 100 fine, per tael	$57.20
BAR SILVER, per oz.	24

SUBSIDIARY COINS.

	per cent.
Hongkong...20 cents pieces	$10.17 discount.
Hongkong...10 ,,	$10.23 ,,

THE EGYPTIAN CIGARETTE DE LUXE.

Masters frères

"SPECIALS"

$1.50 for a tin of 50 Cigarettes.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	$6.00
Return ,, ,, (available also for return by day steamer)	10.00
	4.00
Single Fare by Day Steamer	8.00
Return ,, ,,	

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 9TH OCTOBER, 1914.

8 a.m. *HEUNGSHAN.* | 8 a.m. *HONAM.*
5 p.m. *KINSHAN.* | 5 p.m. *FATSHAN.*

SATURDAY, 10TH OCTOBER, 1914.

8 a.m. *HONAM.* | 8 a.m. *HEUNGSHAN.*
... ... | 5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 11TH OCTOBER, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *SUI AN.*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

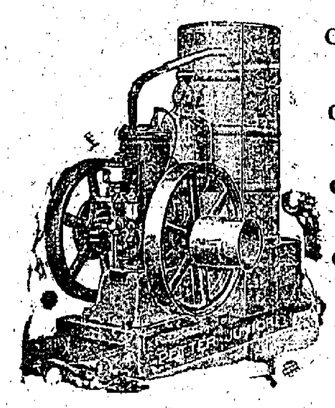
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

Because it is the Best in the World it has The Largest Sale in the World

For Puddings, &c. (Sweetened), ask for MILKMAID CONDENSED MILK (Blue Label).
For Drinking purposes (Unsweetened), ask for MILKMAID STERILIZED NATURAL MILK (Coloured Label).
For Tea Coffee, Stewed Fruit, &c. (Unsweetened), ask for MILKMAID EVAPORATED MILK (Gold Label).

ON SALE AT ALL STORES.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH Thornycroft Model Fitted with 12-14 B.H.P. Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.

ONE WIRELESS TELEGRAPH SET complete with Induction Coil, Overhead Wiress Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE OIL ENGINE AND DYNAMO with Electric Searchlight.

KEROSINE OIL ENGINES "PETTER'S" FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG. [494

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIKEMBANG	——	——	SHANGHAI	Second half of Oct.
TJIPANAS..	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMAHI ..	JAVA	Second half of Oct.	——	——
TJILIWONG	JAPAN	Second half of Oct.	JAVA	Second half of Oct.
TJIBODAS...	JAVA	First half of Nov.	JAPAN	First half of Nov.
TJIMANOEK	JAVA	First half of Nov.	SHANGHAI	First half of Nov.
TJILATJAP.	JAVA	First half of Nov.	JAPAN	Second half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor.
Hongkong, 9th October, 1914 [13

PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 10000 tons
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

SIBERIA	Sailing	TUESDAY,	13th Oct., at 1 P.M.
CHINA (via Manila)	,,	TUESDAY,	27th Oct., at Noon.
MANCHURIA	,,	TUESDAY,	3rd Nov., at 1 P.M.
MONGOLIA	,,	TUESDAY,	1st Nov., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of *Mr. V. Moroni*, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.
The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141. [52

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	CHILI	On 10th October, at 5 P.M.
	ATLANTIQUE	On 19th October.

HOMEWARD

MARSEILLES VIA PORTS .....

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.
For further particulars apply to.

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET
MANILA:—MANILA HOTEL.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES Exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 3rd July, 1914. 1747

FORTHCOMING EVENTS.

TO-DAY

Noon—William Powell, Ltd., Meeting of Shareholders.

TO-MORROW

12.15 p.m.—Dairy Farm Co., Ltd., Meeting of Shareholders.
3 p.m.—Fourth Gymkhana Meeting at the Happy Valley.

Monday, 12th Oct.:—
Bank Holiday.

Wednesday, 4th Nov.:—
2.15 p.m.—Meeting of the Licensing Board in the Council Chamber.

Printed and Published by BERTRAM A. HALE for the Concerned at 10½, Des Vœux Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.